

AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions of claims in the application.

1. (Currently Amended) A hybrid vehicle comprising:

an engine $[(E)]$ having a crankshaft $[(15)]$;

a transmission $[(T)]$ that has an input shaft $[(16)]$ joined coaxially to the crankshaft, ~~(15) and~~ an output shaft $[(17)]$ disposed in parallel to the input shaft $[(16)]$, a drive member provide on said input shaft, and a driven member provided on the output shaft, and is capable of changing the gear ratio between said drive member and said driven member ~~the input shaft (16) and the output shaft (17)~~;

a generator/motor $[(M1)]$ that is disposed so as to surround the outer periphery of an axis $[(L)]$ of the input shaft $[(16)]$ at a position sandwiched between the engine $[(E)]$ and the transmission $[(T)]$; and

power transmission means $[(78)]$ for transmitting the driving force of the generator/motor $[(M1)]$ to any position of a power transmission pathway between the output shaft $[(17)]$ and a differential gear $[(19)]$;

the vehicle being capable of traveling by means of either one or both of the driving force of the engine $[(E)]$ and the driving force of the generator/motor $[(M1)]$,

wherein the generator/motor $[(M1)]$ is disposed coaxially with the axis $[(L)]$, and

wherein a starter motor $[(M2)]$ is joined to an end part of the input shaft $[(16)]$ on a side opposite to the engine $[(E)]$.

2. (Canceled)

3. (Canceled)

4. (Currently Amended) A hybrid vehicle comprising:

an engine $[(E)]$ having a crankshaft $[(15)]$;

a transmission $[(T)]$ that has an input shaft $[(16)]$ joined coaxially to the crankshaft, ~~(15)~~ and an output shaft $[(17)]$ disposed in parallel to the input shaft $[(16)]$, a drive member provide on said input shaft, and a driven member provided on the output shaft, and is capable of changing the gear ratio between said drive member and said driven member ~~the input shaft (16) and the output shaft (17)~~;

a generator/motor $[(M1)]$ that is disposed so as to surround the outer periphery of an axis $[(L)]$ of the input shaft $[(16)]$ at a position sandwiched between the engine $[(E)]$ and the transmission $[(T)]$; and

power transmission means $[(78)]$ for transmitting the driving force of the generator/motor $[(M1)]$ to any position of a power transmission pathway between the output shaft $[(17)]$ and a differential gear $[(19)]$;

the vehicle being capable of traveling by means of either one or both of the driving force of the engine $[(E)]$ and the driving force of the generator/motor $[(M1)]$,

wherein the generator/motor $[(M1)]$ is disposed coaxially with the axis $[(L)]$, and

wherein a starter motor $[(M2)]$ disposed so as to surround the outer periphery of the axis $[(L)]$ at a position sandwiched between the engine $[(E)]$ and the transmission $[(T)]$ is joined to the crankshaft $[(15)]$ or the input shaft $[(16)]$.

5. (New) A hybrid vehicle comprising:

an engine having a crankshaft;

a transmission that has an input shaft joined coaxially to the crankshaft, an output shaft disposed in parallel to the input shaft, a drive member provide on said input shaft, and a driven member provided on the output shaft, and is capable of changing the gear ratio between said drive member and said driven member;

a generator/motor that is disposed so as to surround the outer periphery of an axis of the input shaft at a position sandwiched between the engine and the transmission; and

power transmission means for transmitting the driving force of the generator/motor to any position of a power transmission pathway between the output shaft and a differential gear;

the vehicle being capable of traveling by means of either one or both of the driving force of the engine and the driving force of the generator/motor,

wherein the generator/motor is disposed coaxially with the axis.